MANIPULATING CORN RATES

B. & O. and the Burlington Said to Be in League with Baltimore Shippers.

Rebate of 3 Cents Allowed the Latter for Bill ing Over the Roads Named-Need of Uniformity in Car-Couplers Apparent.

Investigation has disclosed the method by which the rate on corn between Omaha and Baltimore is being manipulated to the extent of 2 or 8 cents per 160 pounds in favor of certain shippers. The tariff rate is 26 cents, but it has been known for several weeks that a better rate was given by way of the Burlington and the Baltimore & Chio systems. It was discovered that certain Omaha shippers were instructed by Baltimore buyers to "route via Beardstown, care of the Ohio & Mississippi railroad, and do not deviate from these instructions." This furnished a clew to the scheme. The only road from that point reaching Beardstown is the Burlington. It is supposed that there is a manipulation East, which makes it appear that a division is made at the Mississippi river whereby the Burlington receives 7 cents and the Baltimore & Ohio only 9 cents, instead of 12. Report has it that the 3 cents, which is the difference between what the Baltimore & Ohio actually gets and what it appears to get, is given to the favored shippers, who are Baltimore parties. It is not charged that the Burlington is a party to the alleged discrimination.

The Successful Car-Coupler. The output of car-couplers is on the increase, the inventive genius of the country doubtless being stimulated by the wide publicity of the recommendation of President Harrison and the bills which have been introduced in Congress, and by the interest the Interstate-commerce Commission has taken in the matter. In December last fifteen car-coupler patents were issued, of which four were for ouplers which had the principel features of the car-coupler recommended by the master car-builders. The other eleven patented were a choice collection of in genious contrivances, "most of them," says one who examined them, "as remarkable for complexity as are their inventors for simplicity." The last number of the Engineering News contained a wellwritten article on car-couplers. This paper says careful examination shows that most of the inventions of the present day tend in just the wrong direction. It then continues: "The first and greatest need in car-couplers to-day is uniformity, not only in the countour lines, but in the knuckles, and in the position and direction of motion of the unlocking lever, so that either in the night or in the day, a brakeman can know which way to move the lever to uncouple the car. The second need is strength and durability. The weight and tractive power of locomotives, the capacity of cars, the length of trains, the speed and the suddenness of stops, are all steadily and rapidly increasing, and the result of all is increased strains on the drawgear. There is still a third important requirement for the successful car-coupler of which inventors are very apt to lose sight. It is that the coupler shall be absolutely reliable. In the railway service, to get out of order is a crime only less serious than breakage. To secure reliability, the greatest possible simplicity is required."

Close of the Advisory Board Meeting. The advisory board of the Western Traffic Association continued its first quarterly meeting at New York yesterday. At Monday's session the question of the accession of the Chicago & Alton road to the Western Traffic Association was discussed. Those present declared that the opposition of the Alton road has not affected the business or harmony in the affairs of the association, but they would be very glad to

have the Alton road represented.

The board adjourned in the afternoon to meet again in Chicago on April 1. The question of Chairman Walker's salary was definitely settled, the amount being fixed at \$12,000. The fact that the commissioners, with Russell Miller as president, were re-elected unanimously, strengthens the statements regarding the harmony and Jay Gould would withdraw from the conference was not substantiated by any authority on the subject.

Jay Gould and the "Q." A sensation was created in Chicago rail road circles yesterday by the receipt of priate dispatches from New York outlining the proceedings of the presidents' meeting. The dispatches announced that Jay Gould had preferred charges of rate-cutting against the Burlington road, and demanded the dischafge of the general freight agent, Thomas Miller. If the charge can be clinched by the necessary proof, the Burlington will be compelled, under the agreement of the Western Traffic Associa-tion, to let Miller go, unless it prefers to disrupt the organization by withdrawing from the agreement. It is believed that the latter alternative will be chosen.

Personal, Local and General Notes, Wm. R. McKeen, president of the T. H. & I. (Vandalia), has almost recovered from his attack of grip. George Weir, not John Weir, passenger conductor on the Louisville division of the

Pennsylvania lines, has resigned. On Monday last Marvin Hewitt succeeded F. W. Rhinelander as president of the Mil wankee, Lake Shore & Western road.

G. H. Macdonough has been appointed superintendent of the block-signal system of the Eric lines between Salamanca and

The Toledo, St. Louis & Kansas City road earned in the first week of January, \$33,056; increase over the corresponding week of 1891, \$6,484.

H. Lockwood, agent of the Big Four at Sandusky, is to be given the title of general agent hereafter, looking after the duties of both positions.

F. P. Boatman, ex-superintendent of mo-tive power of the Big Four, has recently had two good positions offered him, but will rest for a few weeks.

The Grand Rapids & Indiana road he sixty-eight engines, but is now so pressed with business that it has been obliged to lease six additional machines.

C. J. Stedwell, superintendent of the Indianapolis division of the Big Four lines, left for Cleveland last evening, where his family reside, feeling quite ill.

The Chicago & Rock Island has just promoted to chief clerk in the general freight office Miss Amy Loosely. She has been in this department for some years. George B. Sherman, general manager of the Red-line, gives notice that the Chicago & Northwestern will, on Feb. 1, withdraw

its memberal p in this fast-freight line. The Indianapolis Superintendents' Association held its regular monthly meeting yesterday. The attendance was small and nothing but routine business was trans-

William Jackson, secretary of the Union Railway Company, is still so ill as to confine him to his room, and most of the time to his bed, but is thought to be slowly im-

proving. John Sebastian, general passenger agent of the Chicago & Rock Island road, has gone to New York to talk over the com-

mission question with the officials of the trunk lines. D. W. Minthorne, for some years train-

dispatcher on the Pennsylvania lines, with

headquarters at Logansport, has resigned to become a detective of the Bolan detective agency, Chicago. One of the immense guns intended for defense on the Pacific coast passed over the Belt road yesterday en route for San Francisco. It was as long as the flat car

on which it was transported. H. Moore, manager of the Indiana Midland, was in the city yesterday. He says that movements are on foot which will place the financial affairs of the company

So He Does. place the financial affairs of the company
on such a basis that the running of trains
will be resumed within a few days. Harry

When Mr. Cleveland talks of "shifty
schemes," "political riddles" and "conundrums" he kicks the Hill boom on its shins.

CIRCUIT COURT.

Hon. Edgar A. Brown, Judge.

David Trissel vs. Citizens' Street-railroad

Crawford, jr., who has been quite ill for some months, is slowly recovering, and will soon be in shape to attend to his usual

Interviews with a number of general of-ficers of the roads belonging to the Western

Traffic Association, without exception,

The Lake Shore has a genuine freight blockade all along its line. The Wabash is turning three to four hundred car-loads of grain over to the Lake Shore every twen-

ty-four hours, and there are no indications that this rush of business will abate before

A. W. Street, general manager of the Hoosac Tunnel line, says that this line is

to hereafter give Indianapolis territory more attention. His predecessors, he thinks, have slighted this field. Mr. Street

is proving a very efficient man for this posi-tion, which he has held but a few months.

The Western roads delivered at Chicago,

last week, 3,261 car-loads of grain; increase over the corresponding week of 1891, 1,944 cars. The Illinois Central stood third in

the list of the largest deliveries, indicating

that grain is going to Chicago which should

It is ten years since the wheel of a pas-

senger coach has been off on the Indian-

apolis and Michigan City division of the

Lake Erie & Western road. This is the

old l., P. & C. road. Nor in that time has a passenger received an injury, and on this division a large number of passengers are

President Calloway, of the Toledo, St. Louis & Kaneas City road, says that the company withdrew from the Central Traf-

fic Association only so far as it relates to the payment of commissions. He says that the Clover Leaf must be allowed to pay commissions to get business, or be allowed

On Sunday next the Pennsylvania Com-

pany will put a new daylight train between

The clerks of Indianapolis roads who,

for three days past, have been revising the

Indianapolis rate-sheet, completed their work last evening. An unusually large

number of changes were necessary, so

The talk about a scarcity of cars has ceased, and now the question is how to

furnish the power to move the business. While the Indianapolis lines have not felt

the colder weather and snow and been obliged to shorten their trains to any great extent, on some of the outer divisions and

on many of their connections they have.

and this results in a slower movement of

General Superintendent J. V. Patton, of the Pittsburg & Western railroad, has been selected general manager for the

B. & O. system between Pittsburg and Chicago Junction. This includes the Pitts-

On Feb. 1 H. C. Orr takes the position of

assistant general passenger and ticket agent of the Chicago, Burlington & Quincy lines, with headquarters at St. Louis. R.

J. Johnson will succeed Mr. Orr as South-western passenger agent of the "Q," with headquarters at Kansas City, and on that date George Dunbar will become assistant general auditor of the C., B. & Q. com-

President Barnard, of the Ohio & Missis-

sippi road, despite the abuse of some of the security holders, continues making improvements to the property. Last week the western division, which extends from Vincennes to St. Louis, was completed with good gravel ballest, all of which has

been done in the last two years, and last week he placed an order for eight thousand

On Monday last there was a great race

between Cincinnati and Columbus, one train running over the Baltimore & Ohio Southwestern, the other over the Pennsyl-

vania line. One road carried the Blaine

Club, the other the Lincoln Club. The B.

& O. hauled eight cars, but had the advantage of being four miles the shortest line. The Pennsylvania hauled seven cars,

and made the run twenty-six minutes the

The Indiana Car-service Association held

its regular monthly meeting yesterday. The executive committee was reorganized and now consists of the following railroad

officials: F. G. Darlington, of the Pennsylvanta lines; A. G. Wells, of the Big Four; N. K. Elliot, of the Vandalia; A. Galloway,

of the Cincinnati, Hamilton & Dayton,

and George T. Jarvis, of the Lake Erie & Western. Mr. Jarvis was elected chairman

of the executive board. No other business

Said a superintendent of motive power yesterday: "Every day I am becoming more and more convinced that it is a great

mistake to run ten-wheel passenger engines

on any road that has a lighter than seven-

ty-pound to the yard rail. These heavy

passenger engines running over a fifty-six

or sixty-pound rail, fifty or sixty miles an hour, are liable to break them and the

train attached to the engine is sure to be

wrecked." He then cited five cases where

accidents were directly traceable to the

running of these monster engines over a

R. M. LaRue, of Connersville, Ind., has

just received letters-patent on a safety car

stove, which is claimed to be very effective,

yet simple in its construction. The bood

or cover of the stove is held in position by

a ball resting in an iron bowl or cup, so arranged that the ball can be imbedded any

desired depth. In case of accident the hood or cover drops down and locks, covering the stove perfectly, and at the same time extinguishing the fire. The outside cover is made of heavy iron, so the cold air can pass between the inside and outside,

consequently when it drops there is no hot

What Some People Drink,

Discoveries move in cycles. About once in ten or twelve years some individual or

some journal comes to the front with the

alarming discovery that port wine contains

acid, glycerine, licorice, alum and so forth; that lager-beer has among other ingredients

pepper, ginger, capsicum, bitter almonds, white oak bark, marble dust, nutgalls,

black ants and so forth, and that pure Holland gin is made largely of rotten corn.

juniper berries, turpentine and vitriol, while pure Kentucky whisky is nothing under the

heavens but neutral spirits, sulphate of zinc.creosote, unslacked lime, fusel oil and chromic acid. It is all true. But it is as old as the hills.

The Latest.

Cinderella dances are very popular. Promptly at 12 o'clock a bell is rung, or a

clock strikes with clanging gong, and each maiden drops one of her slippers and flees

to the dressing-room. The slipper is picked up by some one of the gentlemen, and when

the maiden returns, cloaked and hatted

and ready to go home, she is escorted to her demicile by the young man who has rescued her slipper. Cinderella parties are, of course, suitable only at informal gather-

ings, where people are very well acquaint-

New York Commercial Advertiser.

surface for wood to catch from.

New York Recorder.

of importance was transacted.

light rail.

tons of new steel rails for early delivery.

rates to conform to theirs.

Fairport railroads.

River Association.

Wooster, O.

navigation opens.

a differential rate.

state that there is no truth in the report that this association is on the verge of dis-M. L. Green, formerly traveling passen-ger agent of the C., L. & W. road, has been Had a Wife Who Led Him a Dance-A Husband's Cruelty-Not Responsible for appointed general freight and passenger Passengers Who Strike Poles. agent of the Cleveland, Wooster & Mus-kingum Valley road, with headquarters at

Suit to Replevin Those Diamonds Which

Captain Bruce Disposed Of.

The suit of Stephen D. Crane to replevin diamonds sold by Captain Bruce to Charles Sylvester for Kittie Allen, began yesterday, in the Circuit Court. Messrs, Tincher and Harding, attorneys for the plaintiff, sought to make Mrs. Eckman, a dressmaker on Indiana avenue, a co-defendant, being the possessor of the diamonds at the present time. Mrs. Eckman explained to the court that she holds the stones as security for a dress made for Kittie Allen. John Holtzman and Joe Kealing, attorneys for the defense, opposed bringing Mrs. Eckman into the case, and precipitated an argument as to the legal questions of the move. The court then decided to give the gentlemen until 9 o'clock this morning to go East by the more direct Indianapolis lines. cite the authorities treating on the subject. The suit was first tried by Justice Alford, and a judgment given the plaintiff, but, when an attempt was made to serve the execution, the jewels could not be found. The case was then appealed to the Circuit Court. Miss Allen says Sylvester gave the stones to her as a Christmas present, and that Bruce, then a Metropolitan police cap-tain, acting for Crane, as agent, must look to Sylvester for the money. The facts were published, at the time, in connection with Captain Bruce's resignation from the police force.

Tale of Domestic Woe. Sophia Syrup is the plaintiff in a suit for divorce from Frederick Syrup. The case will be tried in the Superior Court on the Washington, D. C., and Boston via Philadelphia. The train will leave Washington at 7:50 A. M. and reach Boston at 8:30 P. M. The answering day train will leave Boston at 9 A. M. and reach Washington at 9:45 P. M. East of New York it will be run over allegation that Syrup is an habitual drunkard, and compels his wife to do domestic service, such as washing, etc., for others in order to support herself. She alleges that her husband has been sent to the work-house four times, and that she has left him three times, but had been persuaded on promises of reformation to return to him. He has lately been running a saloon, and the complainant states it als impossible longer to live with him. She asks for the household effects, which, she says, she has numerous have been the changes in pas-senger rates on western connections, and it was necessary to revise the Indianapolis with great difficulty saved from being pawned for drink.

Sad Complaint Against a Wife. John C. Monroe complains of his wife Sallie, in a Superior Court suit for divorce, filed yesterday, that he has been cruelly and inhumanly treated by her, in this: She gets drunk and stays out until the morning hours with men and women of bad reputation. When he, the plaintiff, who is a railway brakeman, is away from home he alleges that one S. D. Patten takes his place in the household. The plaintiff recently told his wife she must choose between them, and, without hesitation, she told her husband to go: that Patten had her affections. It is further alleged that the defend-ant wastes the savings of the plaintiff and refuses to account for her expenditures.

burg & Western and its narrow-gauge branch, the Akron & Chicago Junction, the Valley and the Pittsburg, Painceville & Decision Against the Watch-Club Scheme, Justice Smock yesterday rendered a decision in favor of Theodore P. Zell against the American Watch Company for \$84. The money had been paid by the plaintiff for a watch on the club plan, which was to cost \$45. The payments stopped, and the amount paid in was declared forfeited. Afterward \$5 mere was accepted, and the contract was renewed. The plaintiff drew a watch, which he did not take, and demanded his money back. The court held it was due him. E. O. McCormick, general passenger agent of the Cincinnati, Hamilton & Dayton, and D. B. Martin, general passenger agent of the Big Four, were in the city yesterday, en route to Chicago. Here they were joined by H. M. Bronson, assistant general passenger agent of the Big Four. They go to Chicago to attend a meeting of the passenger department of the Chicago & Ohio River Association.

Echo of the Neberlacher Suit. The Indianapolis Brewing Company has filed a suit for \$500 against the Big Four read, which, it is alleged, destroyed a wag-on and killed two herses belonging to the plaintiff in the Neberlacher accident at Market street. In the trial brought by the driver against the road a verdict was given the plaintiff for \$8,000 damages, thus estab-lishing the company's liability for the ac-

Passengers Must Watch for Poles. The suit of David Trissel against the Citizens' Street-railway Company for damages for \$5,000 went to the jury at 12 o'clock yesterday, and at 4 o'clock a verdict was returned in favor of the defendant. The evidence had demonstrated that the comin mounting a car on the wrong side, not thirty feet distant from an iron pole.

Hilgenberg's Son Insane. William Hilgenberg, one of the heirs of Chris Hilgenberg, deceased, was yesterday declared insane. He is twenty-eight years F. L. Patrick, of Rockport, one of the directors of the Indianapolis, Rockport & Chatta nooga road, writes President Erwin that D. J. Mackey is fighting the enterprise, as it will untavorably affect the business of the Mackey lines to have the road built. Mr. Patrick expresses the opinion that the enterprise will be too popular to admit of Mr. Mackey and his representatives accomplishing anything which will unfavorably effect the project. of age. The cause of dementia is said to be a constitutional disease and grief over

the loss of his father. Changed Its Name. Judge Brewn yesterday made an order of court changing the name of the Fidelity Building and Savings Bank Unions, Nos. 1, 2, 3, 4 and 5, to the name of the Fidelity Building and Savings Union.

Boy Thief Lectured. John Powers, anine-year-old boy, charged with stealing a pair of gloves from Cheap John, was found guilty yesterday by Judge Cox, but was released with a lecture on the nature of his offense.

The Court Record. SUPREME COURT OPINIONS. 14842. Alexander M. Robertson et al. vs. Mathias Vancleave et al. Tippecanoe C. C. Rehearing denied. McBride, J. Olds, J., dissents.—The title to real estate not only remains in the judgment debtor until the right of redemption is lost, but until the power to redeem no longer exists. The holder of a sheriff's certificate, who has taken no steps to obtain a deed, is no more than a lien-holder, regardless of the time which has elapsed since the sale. The expiration of the year for redemption enlarges his rights in this; that to his lien on the land is added an equitable interest in the land which his act alone may ripen into a title. If he demands a deed he acquires a legal title. Until he procures the deed he cannot redeem as a holder of a title under Section 772, Revised Statutes,

16031. L., E. & W. R. R. Co. vs. City of Kokemo. Howard C. C. Affirmed. Olds, J. - The statute makes full provision for the laying out of streets in cities, and authorizes the laying the same out and opening them up across the right of way of a railroad company. 15701. William J. Rodabaugh vs. William S. Silvers. Wells C. C. Motion to dismiss overruled.

SUPERIOR COURT. Room 1-Hon. John L. McMaster, Special Judge. Charles Koller et al. vs. Frederick W Denke-Walter et al.; to quiet title. On trial by the court.

Room 2-Hon. James W. Harper, Judge. Jacob E. Demoret vs. M. L. Hare; account. Tried by court; finding for defend-Boom 3-Hon. Lewis C. Walker, Judge.

Eva Conner va. Thomas Conner; divorce. Decree granted plaintiff with \$300 alimony. on grounds of drunkenness and failure to Andrew Garrity vs. William D. Wilclick; account. Judgment for \$24.87.
Willitt B. Blair vs. Alexander Starks, et

al.; note. Judgment for \$44.50.

James T. Eaglestield et al. vs. Annie E.

Wood et al.; mechanic's lien. Finding for defendants. New Suits Filed. Charles H. Davidge vs. Alonzo R. Feemster; notes. Demand, \$100. Lerenz Schmidt, Trustee, vs. Jane Per-

sonett et al.; foreclosure. Demand, \$1,900. John C. Monroe vs. Sallie I. Monroe; divorce. Cruelty. Sophia Syrup vs. Frederick Syrup; divorce. Cruelty and drunkenness. Otto N. Frenzel vs. Peter Routier et al.; foreclosure. Demand, \$4,000. Indianapolis Brewing Company vs. Cleveland, Cincinnati, Chicago & St. Louis Railway Company; damages. Demand,

Lulu Preston vs. Charles Preston; divorce. Abandonment.

POLICE SCANDAL REVIVED | Company; damages. Demand, \$5,000. Jury Fidelity Building and Savings Bank Union. Name changed to Fidelity Building

and Savings Union. Fidelity Building and Savings Bank
Union, No. 2. Name changed to Fidelity
Building and Savings Union, No. 2.
Fidelity Building and Savings Bank
Union, No. 3. Name changed to Fidelity
Building and Savings Union, No. 3. Fidelty Building and Savings Bank
Union, No. 4. Name changed to Fidelity
Building and Savings Union, No. 4.
Fidelity Building and Savings Bank
Union, No. 5. Name changed to Fidelity
Building and Savings Union, No. 5. Stephen D. Crane et al., vs. Kittie Allen et al.; replevin. On trial before the court.

A SURVIVOR OF CRAWFORDSVILLE.

Terrible Disaster. Mr. D. F. Murphy, a traveling man representing a New York-carpet house, arrived in the city last night from Crawfordsville. Mr. Murphy is a survivor of the Crawfordsville wreck which occurred on Monday afternoon, and carries a maimed arm and hand in a sling, besides enduring severe in-

D. F. Murphy Tells of His Experience in the

ternal injuries. Mr. Murphy, in an interview with a Journal reporter last night, said: "I have made my home on a railroad train for ten years, and am able to say that is my first accident, but it was severe enough to make up for all time. We left Crawfordsville at about 1:50 and myself and Ben Hamberger fell in on the train and occupied a seat together. We had been introduced to some of the members of the "City Club" Theatrical Comedy Company, which was going to Chicago, and were having a jolly time together. We had been eating dinner on the car, and had just about finished, when their came a sudden stop of the train and

with it the car in which we were, the chair car on the rear of the train, gave a careen sidewise and began whirling round and round after the fashion of a squirrel cage. That was all I knew until I found myself on the pit of my stomach across the center lamps of the ear. I knew practically nothing until I found myself lying on a bed in the Nutt House, Crawfordsville, with a physician by my side administering lini-

"A peculiar fact connected with the awful accident is that, just before the derailment of the train the ladies in the car had struck up 'Nearer, my God, to Thee,' and were sing-ing it just when the car fell over. Two of the ladies who were singing were killed.
Mr. Hamberger, who was in the seat with
me, was killed outright by being disembowled by a stump at the bottom of the
embankmert. The blood from his wounds
completely deluged my face and the groans of the poor fellow aroused a desire in me to do all I could for him, but I was pinioned so that I was practically unable to move. Had it not been for the careful nursing of a friend, Mr. L. W. O'Connor, I think I should have hardly survived the shock my-

"The sensation I felt when the car rolled over and over is simply indescribable. It was useless to try to hold on to anything, for I was at the bottom of the car one moment and at the top the next."

More Deadly than the Grip.

New York Herald. You may talk as much as you please of the grip and diphtheria. No doubt their ravages are sufficiently alarming. But if you want your hair to stand on end with horror, just contemplate the epidemic that has committed to an untimely grave nearly every New Year resolution which on Jan. 1 was so hearty and robust. Hardly one of the whole tribe is left.

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BUSINESS DIRECTORY



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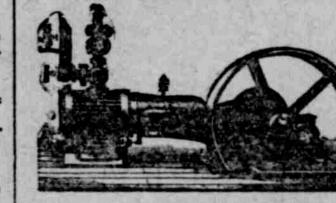
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